

**APPENDIX 4**

<b>Priority:</b>	<b>Safe Communities</b>
<b>Sub-Priority:</b>	<b>Traffic and Road Management</b>
<b>Impact:</b>	<b>Improving road safety</b>

What we said we would do in 2014/15: -

<b>1. Complete implementation of the final phase of our 20mph zones outside schools.</b>				
<b>Progress Status</b>	<b>Progress RAG</b>	<b>A</b>	<b>Outcome RAG</b>	<b>G</b>
Although the current performance RAG stands at amber for the measure concerning implementation of the 20 mph zones, WG approval for the signs has been received and the contract let. The final phase of the 20mph signs at schools will be completed by the beginning of September with the erection of signs at the 65 schools outstanding.				
<b>Achievement will be measured through:</b>				
<ul style="list-style-type: none"> <li>Implementation of 65 schemes of 20mph advisory zones</li> </ul>				

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPSC2M1 - Implement 20 mph advisory zones	Chief Officer Streetscene and Transportation	0 schools in 2013/14	65 schools	90 schools (All Schools)	0 schools	<b>A</b>	<b>G</b>

Risk to be managed – Gaining public and local support for our road safety schemes

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
M	H	R	<p>Consultation Process in place.</p> <p>Follow criteria for implementing road safety schemes around collision cluster sites, safe routes to school and known problem areas in terms of speeding</p>	M	M	A	<p>Extend public consultation process in line with best practice standards as set out by consultation policy</p> <p>Promote the success of road safety schemes through Council publications and external media</p> <p>Manage public confidence in terms of expectation and perception of accident cluster sites and problem areas</p> <p>Alignment of schemes in line with findings of speed limit review</p> <p>Assessment of road safety schemes and the need for improvements to street lighting</p> <p>Programme of street lighting improvements and upgrades targeted to known sensitive and problematic areas</p> <p>Implement a programme of 20mph zones around schools</p> <p>Continue to assess and prioritise proposed safety schemes in accordance with criteria to ensure successful Welsh Government bid submissions.</p>	Chief Officer Streetscene and Transportation	↔	L	M	G

2. Maintain the Council's road infrastructure to improve road safety.				
Progress Status	Progress RAG	G	Outcome RAG	G
<p><b>Achievement will be measured through:</b></p> <ul style="list-style-type: none"> <li>▪ The percentage of collisions in 'collision cluster sites' investigated and actioned</li> <li>▪ Time taken to repair street lamp failures</li> </ul> <p>The overall objective is to manage and maintain a safe, effective and efficient network that ensures the safety of all road users, pedestrians and cyclists.</p> <p>All collision cluster sites, arising from the collision data for the three year period Jan 2011 to Dec 2013 have been investigated, prioritised and addressed in accordance with Welsh government criteria and available funding. Cluster sites arising since Dec 2013 have been investigated in accordance with the SRIM policy</p> <p>Street lighting and illuminated street furniture plays a major part in helping to reduce crime, improving driver behaviour, pedestrian's visibility distances and promoting a safer community and reducing the fear of crime. (Crime and Disorder Act 1998)</p> <p>Lighting makes an important contribution to highway safety for both drivers and pedestrians and enhances both the appearance and vitality of the community. The introduction of the 1998 Crime and Disorder Act placed an obligation on Flintshire County Council to develop and implement safer community strategies.</p> <p>Flintshire County Council will endeavour to improve the environment by reducing upward wasted light and reducing the carbon foot print of the service.</p> <p>The Aims will be achieved by the following:</p> <ol style="list-style-type: none"> <li>1 Reducing the numbers of reportable road traffic accidents and fatalities</li> <li>2. Ensure that a high proportion of Street Lighting and illuminated Street Furniture is functioning correctly at all times and faulty Illuminated Street Furniture is wherever possible repaired within the timescales specified.</li> <li>3. Visit all Illuminated Street Furniture on a regular basis to undertake planned preventative maintenance and to verify their structural and electrical condition including the Installation and replacement of street lighting infrastructure</li> </ol>				

4. Endeavour to reduce the carbon footprint of the service in the following ways:

- a. Purchase low energy lighting units for all replacements
- b. Installation of new energy saving equipment
- c. Installation of dimming equipment
- d. Installation of part night equipment

The provision of modern highway lighting is one of the ways in which Flintshire County Council can demonstrate its commitment to a safer and more attractive community. The installation of modern highway lighting provides secondary benefits in terms of crime reduction, reduction in the fear of crime therefore increasing night time movement and travel. The on going analysis of lighting schemes to indicate that they are a cost effective solution to assisting in reducing road traffic accidents, incidents and crime.

**Achievement will be measured through:**

- The percentage of collisions in 'collision cluster sites' investigated and actioned
- Time taken to repair street lamp failures
- Time taken to respond to service requests for highway defects

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
The percentage of collisions in 'collision cluster sites' investigated and actioned	Chief Officer – Transport and Streetscene	N/A New Measure	100%	100%	100%	G	G
THS/009 - The average number of calendar days taken to repair street lamp failures during the year		3 days	3 days	3 days	3 days	G	G
Time taken to respond to service requests for highway defects		N/A New Measure	1 day	1 day	1 day	G	G

3. Implement Regional Transport Plan road safety schemes.							
Progress Status			Progress RAG	A	Outcome RAG	G	
<p>Following a bid to Welsh Government for funding, four safety schemes were approved for implementation as follows :</p> <ol style="list-style-type: none"> <li>1) A5151 Trelawnyd – junction improvement works</li> <li>2) B5441 Queensferry to Garden City – provide safe facilities for cyclists and pedestrians along the route and achieve a reduction in traffic speeds</li> <li>3) B5125 Ewloe to Hawarden - provide safe facilities for cyclists and pedestrians along the route and achieve a reduction in traffic speeds</li> <li>4) High Street Bagillt – implementation of physical traffic calming measures</li> </ol> <p>The current outturn in percentage terms is based on an overall percentage for the four schemes combined and the current level of progression of those schemes that in total are programmed to all be completed by February 2015 in accordance with individual scheme programmes which include legal process to be followed including consultation and objection consideration.</p>							
<p><b>Achievement will be measured through:</b></p> <ul style="list-style-type: none"> <li>▪ Completion of road safety schemes</li> </ul>							
Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	Current Outturn	Performance RAG	Outcome Performance Predictive RAG
IPSC2M7 - Implement road safety schemes	Chief Officer – Streetscene and Transportation	100%	100%	100%	35%	A	G

Risks to be managed – Being able to obtain timely decisions of statutory approval for schemes from Welsh Government

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
H	H	R	Follow WG criteria for implementing road safety schemes around collision cluster sites, safe routes to school and known problem areas in terms of speeding	M	M	A	Continue to assess and prioritise proposed safety schemes in accordance with criteria to ensure successful Welsh Government bid submissions. Continually review quality of bid submissions	Chief Officer – Streetscene and Transportation	↔	L	M	G